

**Existing Industrial Zoning Rose Creek/Canyon**  
 Clairemont Mesa Community Plan

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 FIGURE

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## INDUSTRIAL

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### EXISTING CONDITIONS

The Clairemont Mesa community contains two industrial areas (**Figures 16 and 18**): the Rose Creek/Canyon area and the Tecolote Gateway area. The combined acreage of these sites is approximately 192 acres, of which 149 acres are developed with industrial uses, 30 acres are used for commercial purposes and 12 acres are vacant (**Table 6**).

**TABLE 6**  
**LAND USE IN INDUSTRIAL ZONES (in acres)**

Industrial Zones	Acres in Zone	Commercial	Industrial	Vacant
M-IP	156	26	117	12
M-1	30	1	29	0
M-1A	6	3	3	*
<b>Total:</b>	<b>192</b>	<b>30</b>	<b>149</b>	<b>12</b>

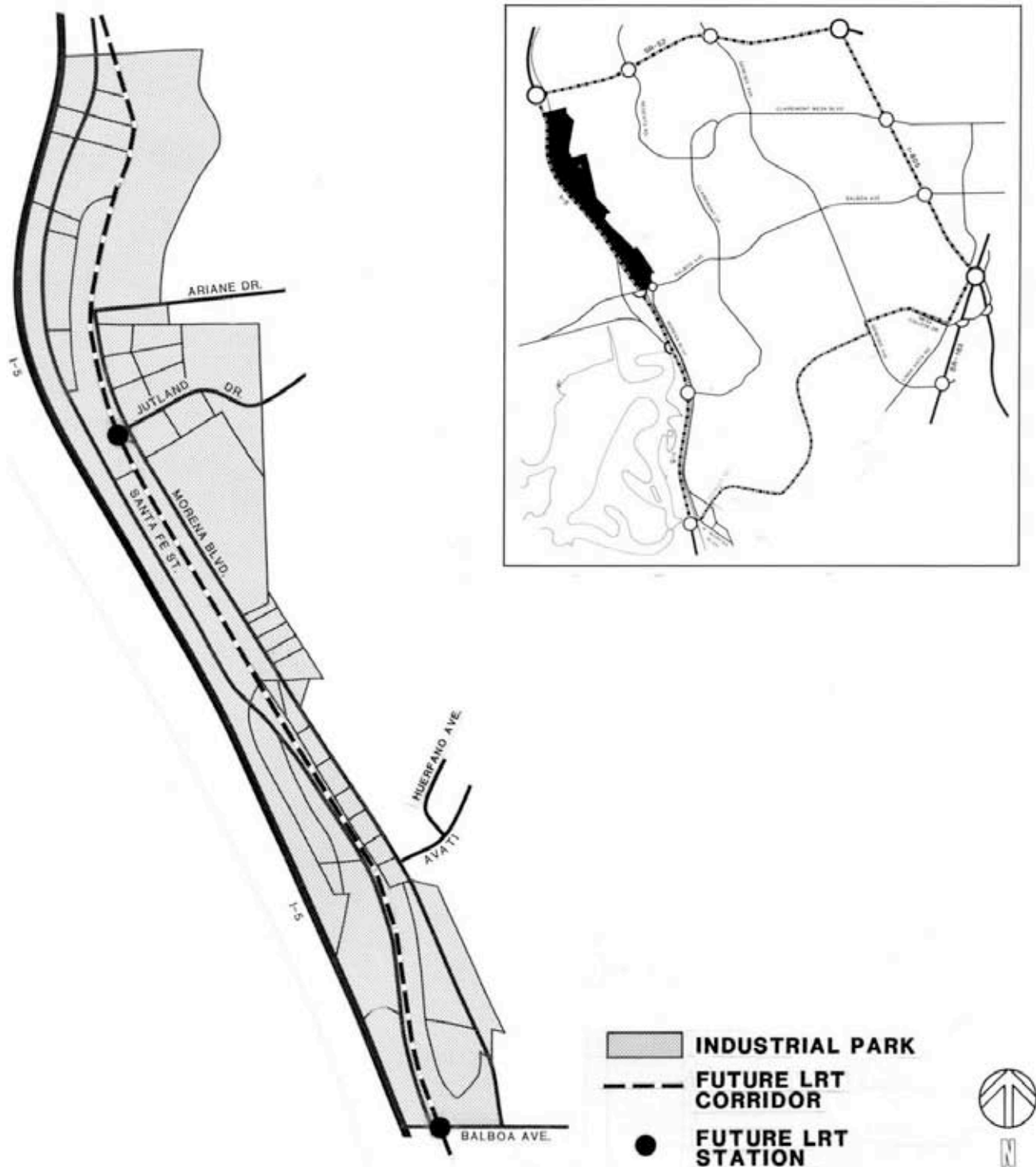
• Less than one acre.

#### Rose Creek/Canyon

The Rose Creek/Canyon industrial area is located adjacent to I-5 between State Route 52 (SR-52) to the north, Balboa Avenue to the south and the Rose Canyon escarpment to the east (**Figure 16**). Most of this industrial area is zoned for industrial park development (M-IP). Rose Creek/Canyon industrial area is visible from I-5 and has limited access from Santa Fe Street and Morena Boulevard. Examples of uses in this area include wholesale of furniture, printing services and energy conservation and research.

The Rose Canyon Public Works service yard, San Diego Gas and Electric Company (SDG&E) and Santa Fe Visitor Trailer Park are also located in this area. Both the service yard on Morena Boulevard and the SDG&E on Santa Fe Street need some screening along the public right-of-way with landscaping and/or a masonry wall. The trailer park terminates in a cul-de-sac on Santa Fe Street where there are problems with the availability of on-street parking.

Some of the industrial sites along Morena Boulevard and Santa Fe Street have large areas of surface parking with no landscaping. Development in this area would benefit from the elimination of illegal and non-conforming signs and improved landscaping along the public right-of-way and within parking areas. The newer development in Rose Creek/Canyon along Morena Boulevard consists of offices and research and development facilities that are well landscaped with lawns, pine trees and eucalyptus trees. This development is also highly visible from I-5 and should serve as an example for redevelopment of the older industrial sites in this area.



**Industrial Land Use Recommendations Rose Creek/Canyon**  
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**FIGURE**

## Tecolote Gateway

The Tecolote Gateway industrial area is located along West Morena Boulevard and Morena Boulevard, north of Tecolote Road (**Figure 18**). The industrial area is zoned M-1A and M-1, totaling approximately six acres. Examples of uses include a tire service, auto body shop and towing service. There is a mixture of land uses adjacent to the industrial area that includes four acres of commercial development and four acres of multifamily development. The existing industrial development varies in setbacks and lot size, and lacks landscaping along the buildings, sidewalks and parking lots. The Tecolote Gateway industrial area is visible from I-5 and development in this area would benefit from an overall reduction in the number of signs and improved landscaping in the public right-of-way and parking areas.

## **OBJECTIVES FOR INDUSTRIAL DEVELOPMENT**

1. Redevelop and rehabilitate the industrial uses along Santa Fe Street and Morena Boulevard in order to improve the physical appearance, landscaping, off-street parking and circulation.
2. Increase employment opportunities.
3. Decrease potential land use conflicts between industrial and residential or commercial development.
4. Design signs as an integral part of a development project that are informative and compatible with the scale of the surrounding development.

## **RECOMMENDATIONS FOR ROSE CREEK/CANYON INDUSTRIAL AREA**

1. Rezone
  - a. The industrial area on Santa Fe Street, north of Balboa Avenue and south of Damon Avenue should be rezoned from M-1A to M-IP to ensure high quality industrial development, similar to the research and development uses, north on Santa Fe Street (**Figure 38**).
  - b. The Price Club site should be rezoned to M-IP when the Price Club is discontinued and an alternative use is being proposed for the site.

2. Site Design

The Rose Creek/Canyon industrial area along Morena Boulevard and Santa Fe Street should be developed with industrial parks (**Figure 17**) that conform with the regulations of the M-IP Zone. Development within the M-IP Zone requires a discretionary development permit.

- a. Development in the Rose Creek/Canyon area should be principally research and development (R&D) oriented, but could include professional offices or corporate headquarters as well.



- b. Development should be clustered to minimize automobile use areas thereby maintaining open space areas within the canyon.
- c. Buildings located on Morena Boulevard should have a low profile so that the structure will not be out of scale with the adjacent canyon slopes when observed from I-5.
- d. Rooftops should be designed to protect views from adjacent hillside development. Rooftop design should screen mechanical structures and rooftop storage areas. There should be some variation in rooftops to avoid the appearance of flat roofs looking like a parking lot. Perspectives of the proposed project from vantage points from the adjacent hillsides should be submitted as part of the permit application.
- e. On sloping sites, successive floors of buildings should incorporate setbacks in order to follow the natural line of the slope.
- f. On sloping sites, the rear of the buildings should be set into the slope in order to blend the structures into the site thereby helping to preserve the canyon environment.

### 3. Hillside Review – Grading

- a. Erosion and runoff control measures should be employed to prevent erosion and downstream siltation.
- b. Grading of pads should not be obtrusive but rather blend into the environment to avoid stark, abrupt appearances of buildings and building pads.
- c. Grading should conform to the recommendations of the **Open Space Element**.

### 4. Landscaping

- a. The existing landscaping, such as lawns, pine trees, and eucalyptus trees on Morena Boulevard north of Balboa Avenue should be used as a landscaping theme (see **Transportation Element**).
- b. The Price Club should enter into an agreement with the City to improve the landscaping on its site.

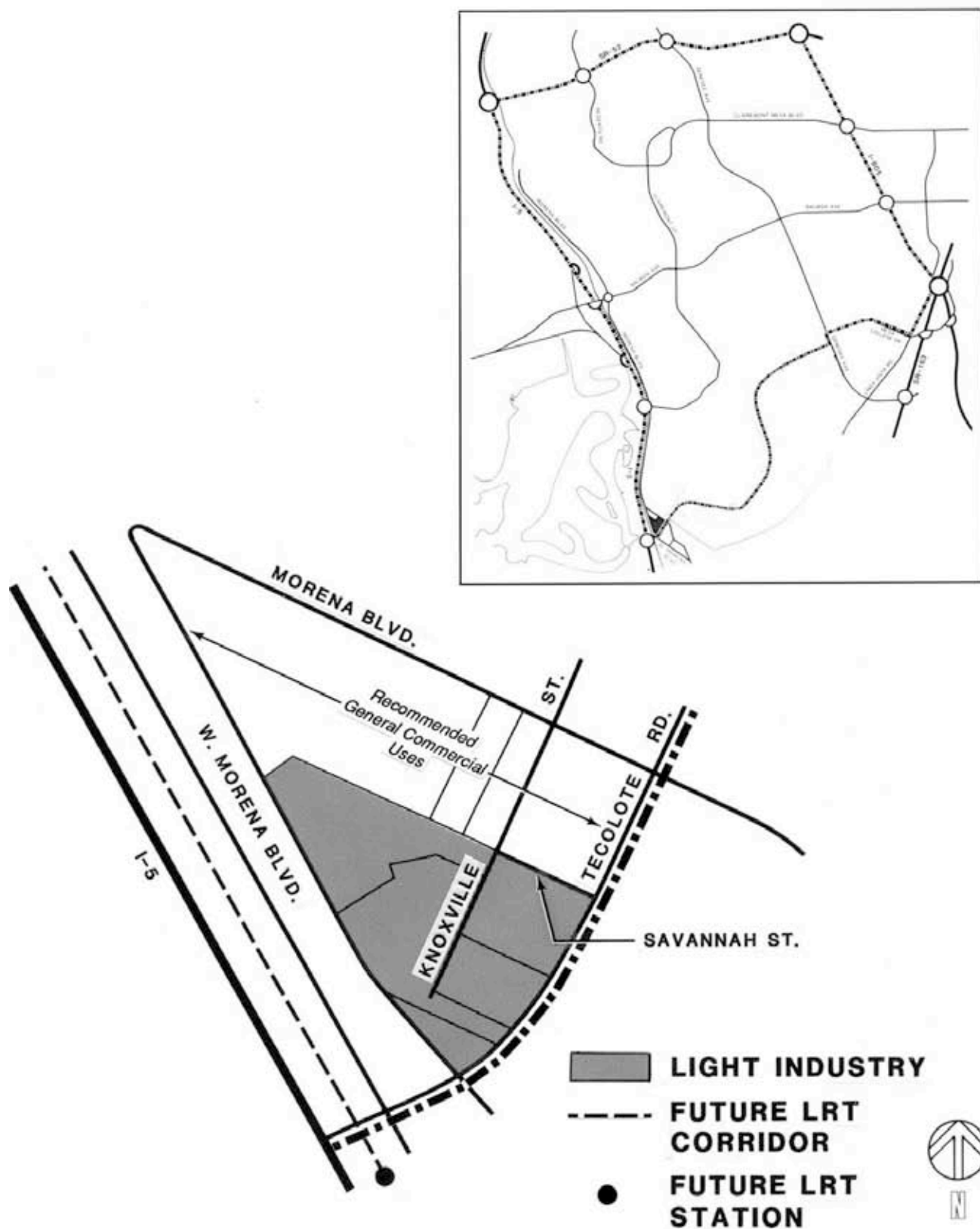
### 5. Access Improvements

To facilitate access to the area, Morena Boulevard should be widened to four lanes from Jutland Drive south to the existing four-lane section, north of Avati Drive (see **Transportation Element**).

### 6. LRT Stop

Future development of the City-owned leased sites on Morena Boulevard should reserve a site for the proposed LRT stop (**Figures 17 and 19**).





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 FIGURE

## RECOMMENDATIONS FOR TECOLOTE GATEWAY AREA

Recommendations for the Tecolote Gateway area are based on existing land use patterns, the need for zoning consistency with existing uses and the close proximity to Mission Bay and Tecolote Canyon Natural Park.

### 1. Industrial Development

The area south of Savannah Street and west of Tecolote Road should remain light industrial with the M-1A Zone in order to continue providing employment opportunities in the community (**Figure 19**). Redevelopment should occur through a Planned Industrial Development (PIO) permit to provide for open space areas and improve circulation and off-street parking. Parking should be located underground or behind the building. In those cases where parking facilities are visible from I-5, Morena Boulevard or West Morena Boulevard, landscaping should be provided within or adjacent to the parking facility in order to visually buffer parking areas seen from the public right-of-way.

- a. The entire perimeter of the concrete channel should be landscaped in a manner that will be visible from Tecolote Road right-of-way to enhance the main entryway to Tecolote Canyon Natural Park.
- b. Secure bicycle storage facilities (such as bicycle lockers and racks) should be provided for employees and visitors.

### 2. Rezone

The area north of Savannah Street and west of Tecolote Road should be rezoned from C, R-400 and M-1A to C-1 in order to be consistent with existing land uses and have improved parking and landscaping standards (**Figures 19 and 38**).

## RECOMMENDATIONS FOR SIGNS

A Comprehensive Sign Plan (CSP) should be submitted as part of the development review process to integrate signs into projects. A CSP will help to consolidate signs in industrial areas. Signs should be well maintained and designed with respect for the scale and character of the street and surrounding development in order to enhance the overall quality of industrial areas. This can be accomplished with low-profile ground signs, wall signs and projecting signs that should be in scale with pedestrians.

1. Signs should be integrated into the design of the building and constructed of similar materials.
2. Lettering and color of signs should have uniformity throughout the project in order to reduce visual clutter.



## RECOMMENDATIONS FOR SERVICE YARDS

### 1. Use

- a. Future development of the Rose Canyon Public Works service yard site and SDG&E site should be for research and development.
- b. A portion of the Rose Canyon Public Works service yard should be considered for a community recycle center. The equipment, such as trash bins and trash compactors should be screened from the public right-of-way.

### 2. Screening and Landscaping

The Rose Canyon Public Works service yard on Morena Boulevard and the SDG&E on Santa Fe Street should have landscaping or a wall along the perimeter of the site in order to screen the parking lot and equipment from the public right-of-way. If a fence or wall is located along the perimeter of the site and is visible from the public right-of-way, landscaping should be required to ensure aesthetic screening of the service yard and compatibility with the surrounding development.

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